

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

50X1-HUM

COUNTRY Poland

REPORT

SUBJECT Observations at Holm Island and Westerplatte near Gdansk

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REFERENCES

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. Work was started in the spring of 1953 on the realization of plans for the removal of the civil administration from Holm¹ near Gdansk (Danzig). Plans envisage the exploitation of all the surviving installations of the former German Naval Base and the adaptation of the existing workshops of the Supply Base for Shipyard Units (Baza Zdawcza Jednostek Stoczni) for use by the Polish Navy. Reconstruction work on Holm has been progressing for a long time; at the same time access to the island has been steadily curtailed (special passes, the closing down of one of the bridges leading to Holm, etc.).

2. Radar installations are probably mounted in the central WOP tower in Westerplatte (see sketch, No. 6.). The likelihood of a radar installation being there is suggested by the fact that people escaping from the port by small boats by night in thick fog are still successfully traced. WOP posts in such cases were alerted only after the escapees had got beyond the breakwater. This fact appears to bear out the theory that Point No. 6 on the sketch is radar.

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3. In the summer of 1952 [] plans being made for the erection of fortifications in Westerplatte. According to the plan, the authorities intend to deport the few inhabitants of the island and to transfer the Gdynia-Gdansk Port Combine (Zespól Portowy Gdynia-Gdansk-Z.P.C.) Repair Base to the other bank of the Port Canal.

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4. In March 1953 part of Westerplatte was fenced in and guarded by WOP patrols. This was the Ammunition Basin where explosives [] are unloaded. In addition WOP craft (MTBs, trawlers, patrol cutters) are stationed near the northern wharf.

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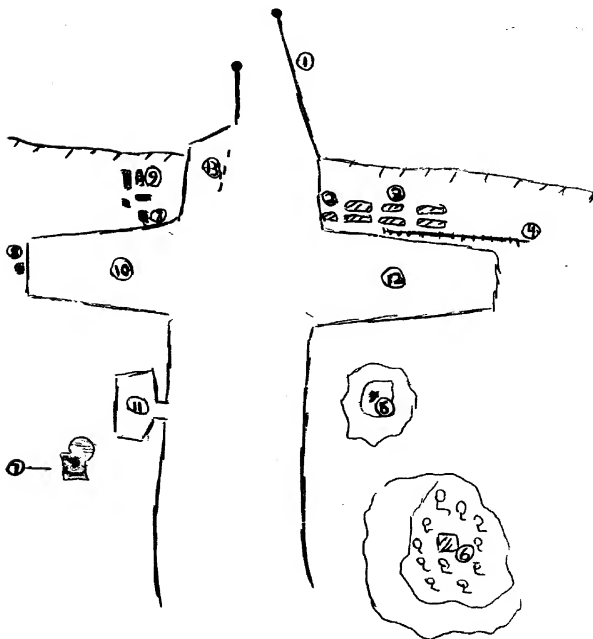
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5. Explosives [] are packed in tight cases without 50X1-HUM inscriptions, measuring approx. 120 x 70 x 30 cm. Apart from ordinary precautions against fire, care is taken not to jolt the boxes. The unloading is done with the help of a small land crane direct from the ship onto covered railway trucks. In the summer, mattresses on the roofs of the trucks are wet with water. The trucks are shunted by hand inland to Westerplatte. Most probably the explosives consist of nitroglycerin or its derivatives. [] after 50X1-HUM unloading explosives is moved to another part of the port where she unloads the rest of her cargo. On entering port the ship does not give any warnings about the explosives she is conveying.
6. During the autumn and winter of 1952 a number of new brick buildings were erected on the northern wharf at Westerplatte. One of them houses the headquarters of WOP craft.
7. Communications with Westerplatte are by hard road or railway from the direction of Siabki and by the WOP craft of the Harbormaster via the Canal (usual approach of the military and civilian employees of the WOP).
1. [] Comment. Name now used: Island of Ostrow, Ostrawica. 50X1-HUM

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1. Breakwater
2. WOP sentry post
3. Newly erected buildings
4. Railway siding
5. Storm Signalling Mast
6. WOP Central Observation Tower
7. Harbormaster's Office
8. WOP Observation Posts
9. M.U.Z. Quarantine station
10. Free Customs Basin
11. Ships' Pilots Basin
12. Ammunition Basin
13. Remnants of a bombed quay.

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